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COUNTRY Hungary

SUBJECT Electric Power and Irrigation Project
at Tiszalök

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THIS IS UNEVALUATED INFORMATION

1. A shortage in electric power led the Hungarian government to resume the trans-Tisza irrigation project, which was interrupted by World War II. The largest single plant under this project is the partially completed one at Tiszalök.
2. The hydro-electric plant of the Tiszalök reservoir will have a capacity of 10,000 kw. It will consist of three turbines and it is hoped that, with due consideration to the average water level of the Tisza, it will be able to produce approximately 55-60 kwh (sic) of power in a year. This quantity of power would mean a saving of 10,000 carloads of coal.
3. The Tiszalök reservoir consists now of three locks, each with a clearance of 37 meters, and is designed to raise the water level of the Tisza to a height of 7 1/2 meters. Along the reservoir a 17-meter-wide and 85-meter-long navigable sluice is being built for the accommodation of 1,000-ton ships and barges. As a result the Tisza will become navigable as far as Dombóvár. The reservoir will supply, at mean water level, 60 cubic meters of water per minute for the main trans-Tisza canal. This canal will cross the Alföld (the Great Plain) in a length of 97 km. of which 25 km. are completed; it will empty through the Berettyó River into the Körös River.
4. The Tiszalök construction project is under the direction of the Russian engineer Eliava (fnu). According to the plans, 6 million cubic meters of earth will be moved and 100,000 cubic meters of concrete and reinforced concrete walls will be built, requiring 25,000 carloads of cement and 320 carloads of reinforcing concrete; in addition, 120,000 cubic meters of gravel and 95,000 cubic meters of stone will be used. It is planned to employ approximately 2,500 tons of steel flooring for the foundation as protection against undersoil water.
5. The entire machine equipment will be manufactured in Hungary, for the most part in the various plants of the Ganz company. Work on the project was begun in February 1950 and the completion is planned for the end of 1952.

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